

STOCK CAR

*and
Hot Rod
journal*

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GEORGE POLLEY AT
MATCHAMS PARK
OPENING MEETING



STOCK CARS ON
THEIR FIRST
WARMING UP
LAP AT
MATCHAMS
PARK
MARCH 14th.

**SPRING
EDITION
1971**

SPEDEWORTH LIMITED

EUROPE'S LARGEST MOTOR RACING PROMOTERS proudly present

Superstox - Auto Speedway Stock Car - Hot Rod Midget Car Racing

APRIL

3 Sat	Wisbech	7.45 p.m.	SS/SC
3 Sat	Aldershot	7.45 p.m.	SS/SC/M
4 Sun	Cross-in-Hand	3.00 p.m.	TR (Cross v Aldershot) & SC
4 Sun	Ipswich	3.00 p.m.	HR/SC
8 Thurs	Aldershot	7.45 p.m.	TR (Aldershot v Cross-in-Hand) & SC
Good Fri	Lydden Circuit ...	1.00 p.m.	HR/SS/M & Club Cars
Good Fri	Walthamstow	3.00 p.m.	SC
Good Fri	White City, London	7.45 p.m.	HR/SS/SC
10 Sat	Wimbledon	7.45 p.m.	SS/SC
10 Sat	Wisbech	7.45 p.m.	TR (Wisbech v Ipswich) & SC
11 Sun	Cross-in-Hand	3.00 p.m.	SS/SC
11 Sun	Yarmouth	3.00 p.m.	SS/SC
Easter Mon	Ipswich	3.00 p.m.	SS/SC
Easter Mon	Eastbourne	3.00 p.m.	HR/M & Banger Racing
Easter Mon	Ringwood	3.00 p.m.	SS/SC
15 Thurs	Aldershot	7.45 p.m.	TR (Aldershot v White City) & SC
17 Sat	Wimbledon	7.45 p.m.	HR/SC
18 Sun	Ringwood	3.00 p.m.	HR/M/SC
18 Sun	Ipswich	3.00 p.m.	SS/SC Charity Meeting
22 Thurs	Aldershot	7.45 p.m.	SS/SC
23 Fri	White City	7.45 p.m.	TR (White City v) & HR
24 Sat	Wimbledon	7.45 p.m.	SS/SC
24 Sat	Wisbech	7.45 p.m.	TR (Wisbech v White City) & HR
25 Sun	Cross-in-Hand	3.00 p.m.	SS/SC/M
25 Sun	Ipswich	3.00 p.m.	TR (Ipswich v White City) & SC
29 Thurs	Aldershot	7.45 p.m.	TR (Aldershot v ???) & SC
30 Fri	Walthamstow	7.45 p.m.	

MAY

1 Sat	Wimbledon	7.45 p.m.	TR (Wimbledon v Aldershot) & SC
2 Sun	Yarmouth	3.00 p.m.	TR (Yarmouth v Walthamstow) & SC
2 Sun	Eastbourne	3.00 p.m.	HR/SC
2 Sun	Ringwood	3.00 p.m.	SS/M/SC
6 Thurs	Aldershot	7.45 p.m.	SS/SC
7 Fri	White City	7.45 p.m.	TR (White City v Ipswich) & SC
8 Sat	Wimbledon	7.45 p.m.	TR (Wimbledon v Cross-in-Hand) & HR
8 Sat	Wisbech	7.45 p.m.	SS/SC
9 Sun	Ipswich	3.00 p.m.	HR/M/SC
9 Sun	Cross-in-Hand	3.00 p.m.	SS/SC Charity Meeting
13 Thurs	Aldershot	7.45 p.m.	Banger Racing
15 Sat	Wimbledon	7.45 p.m.	SS/SC
15 Sat	Wisbech	7.45 p.m.	TR (Wisbech v Wimbledon) & HR

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East Anglian enquiries: Ipswich Stadium, Foxhall Road, Ipswich (Ipswich 54697)

Abbreviations: SS—Superstox; SC—Stock Cars; HR—Hot Rods; M—Midget Cars; TR—Auto
Speedway Team Racing

For latest Fixture List send S.A.E. to Aldershot or Ipswich Offices.

Let's Go! SPEDEWORTH RACING

STOCK CAR and HOT ROD Journal

FINGERS CROSSED !!

Its been quite a busy closed season, with preparations for opening two new tracks at White City and Ringwood and preliminary negotiations on at least one track to be opened in Wales.

Two tracks, Cross-in-Hand and Wisbech, have been the subject of much research and preparation for Ministerial Public Appeals. Latest news on these is that the Wisbech appeal will be heard on Tuesday, April 20, when the petition and information collected with the help of many local supporters will be placed before the Minister's Inspector, together with objections to motor racing at Wisbech. It will probably be at least another month before the Minister announces his decision.

At Cross-in-Hand the picture seems brighter at the time of going to Press, and it seems likely the Appeal scheduled for April 29th will be postponed subject to further proposals being lodged with the local authority by the owner. No doubt this is in no small part due to the magnificent efforts by local supporters — to whom we must all be very grateful and hope that permanent proposals will be acceptable at the Cross to all concerned.

SOUTH AFRICA

I was fortunate to be able to visit our Pretoria raceway in the close season, where the racing is fast approaching the standard in this country—a fact which Biffo Sweeney and George Polley can confirm after their tour of racing. The South African team who visited us last year have modified their cars slightly and have in the main been enjoying most of the honours. Richard Sterne took time off in December to get married to Miss Denise West, who accompanied him to England last year. Richard also finds time to race Formula Ford cars and with his father is keen on speedboat racing.

One sad piece of news whilst I was in South Africa. Frits de Klerk—who was desperately hoping to return to England this summer—broke his right arm during racing at the Mahem Raceway. He will be out of racing for at least a season.

DAVE GAY

Editor: DAVE GAY

Advertisement Manager: HARRY BARNES

64 Edition

Spring 1971

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Next Edition—SUMMER—Publishing Date June 1st, 1971

SPEDEWORTH BRINGS MOTOR RACING TO WHITE CITY

The combination of Britain's most famous stadium and the world's most spectacular sport can only mean one thing—the ultimate in sporting entertainment. From Good Friday, April 9th, at 7.45 p.m. Spedeworth supporters will be able to enjoy their favourite sport at London's fabulous White City Stadium.

Built for the 1908 Olympics as part of the Franco-British Exhibition, White City covered the whole of the area in which it now stands, including the BBC—TV Centre. As well as the Athletics track, the stadium boasted an olympic cycling track (still visible below the stands), a football pitch, and a swimming pool. At this time, however, there was only one stand, the ends of the stadium being open.

After the Olympics the Stadium stood derelict until 1926, when the Greyhound Racing Association, recently formed in Manchester, sought a Southern outlet for their fast-growing sport. The dog track was built over the original running track.

1932 saw the advent of Athletics at the 'city', when the AAA moved from Stamford Bridge, remaining at White City until the end of last year. Until recently White City was without doubt the Athletics capital of the world.

The number of athletics records established and broken there are impossible to enumerate—World, European, British, British all comers, British Empire

with every conceivable combination of length, distance, height or weight.

During the war White City became a Dispersal Centre for troops, and during this time saw several U.S. Football and Baseball events. The variety of events staged at White City is wide—Amateur and professional football, boxing, speedway, baseball, athletics, greyhound racing—and in 1945 the first horse show. Show jumping as it is known today was born and bred at the 'city—and Britain's only Gold medal in the 1948 Olympics, in an equestrian event, is due to this.

And now another step in White City's history is irrevocably taken. Motor racing on the brand new pink tarmac track.

With an inside measurement of exactly a quarter-of-a-mile, White City will be our fastest and most exciting oval stadium raceway, with meetings on frequent Friday evenings.

HOW TO GET THERE

It couldn't be easier. Go by tube to White City on the Central Line or Shepherd's Bush on the Metropolitan Line. Buses No. 72, 105 or 220 go there direct, or a No. 7 to DuCane Road and walk 100 yards. There's adequate parking if you go by car—so I'll see you there on Good Friday, April 9th, at 7.45 p.m. for an all-action evening of Hot Rods, Superstox and Stock Cars! **ROGER FENNINGS**

**Support your
WHITE CITY
Auto Spede Team**

FRIDAY, 23 APRIL v WALTHAMSTOW — at home
SATURDAY, 24 APRIL v WISBECH — away
SUNDAY, 25 APRIL v IPSWICH — away
FRIDAY, 7 MAY v IPSWICH — home

DOWN SUSSEX WAY

As I walked round the terraces on the opening day at Cross-in-Hand I kept hearing folk saying how pleased they were that racing had once again started. During the meeting you folk were told the circuit has a reprieve and I hope it means for keeps. Many, many of you have put in a lot of time bombarding the Council officials and I know you all must be patting yourselves on the back with the result of your efforts. I know all the visitors to the stadium, including many who have done their bit, will want to say thank you to you Cross-in-Hand people who fought so hard for our survival here.

BY SOUTHDOWNER

Brian Edwards soon showed his thanks. Three races and three firsts is the right way to open the season and you sure showed your appreciation of his efforts. I am always complaining about the lack of acknowledgment given to winning drivers at Southern meetings, but this opening meeting was a great exception and if you go on at this rate you will rival the Scots. Brian did not win the first race of 1971. With so many white roof stock-car drivers at the meeting, Mr. Stock Car put on an extra race and gave the whites fifteen laps all to themselves. David Lancaster from Hailsham was the man to take the first flag; an honour I bet he never thought to attain when he unloaded his car before the racing.

One Cross record went quickly this year. Not one car rolled!! One or two near goes with one car standing on its side before falling back on its four wheels. But no roll!

Are you a member of the Country Club? Membership seems to be growing rapidly and facilities are keeping pace. Bar, TV room, meals, weekend discotheques go to make yet another "must". I know of another must which will have to be got over soon

—the worry of car-parking in the wet. Plenty of work has already been done by Spedeworth, but the heavy ground is not all that easy to drain and so many of you got bogged down at the first meeting. True there was plenty of help in getting you out, but it took time. Of course, as soon as the sunny times are here the parks will be the most pleasant place to stay, so perhaps its a case of one or two meetings in the mud to enjoy the many days in the summer. Yes, I know there is a small park by the entrance with hard-standing, but that is one belonging to the filling station and means a long walk to the raceway. And its an extra 5p!

ARLINGTON OPENER

Nattering away about Cross-in-Hand, I must not forget that Eastbourne had already opened before the Cross date, when superstox and stocks gave the Arlington raceway the honour of running the first Sunday meeting of the Southern circus. So close together yet how different are these two Sussex stadiums. Parking next to the track with a view of the paddock and all the hustle and bustle; a compact raceway and a track somehow quite unlike the Cross, the two raceways make an ideal pair for alternating. And with Ringwood as the third Sunday venue in this area must keep the drivers well on their toes having to remember the little must and must-nots of the tracks. Last year there were plenty of moans about the tracks condition at Arlington but things should be better this year while still being different. The new tarmac surface is scheduled for completion by Easter.

It is a pity only one of the two Sussex raceways have a team in the auto-spedeway league, but as there are plenty of rumours about a second division it might not be too long before there is a team at each stadium. As it is now, Cross-in-Hand looks the best outsider bet of the year. The fact that Mr. Stock-Car himself is team manager shows he has the right idea, and with Brian Edwards, Dave Pierce and Eddie Asling as the spearhead of the attack I cannot see many teams going away from the Cross as winners. Eddie must learn to curb his impetuosity a little, for any spot of bumping could set the whole team back many points but with those two cool heads plus the backing from his other team mates I am sure every visiting team will have to fight hard.

BP/CUSTOM CAR SPONSORSHIP-FORETOLD

Dave will have to get used to a variety of colours for 1971. Red, white and blue for the auto-spedeway colours, he must also sport the BP/Custom Car banner as he is one of the stars sponsored by this combination. Who would have thought a few years ago that big business such as this would be jumping

on the Spedeworth wagon ? And there should be more to come—plenty of extra to make your days out at Arlington or the Cross in 1971 some of the most exciting of your life.

Looking through the old Journals, the first edition in March, 1965, showed an E93A Ford upside down at Arlington. And proudly displayed on the rear of the car—a large BP sticker !!

Custom Car



Roy Eaton — eldest son of Les — well among the early season placing could be one of the surprises in the first Superstox re-grading.



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MATCHLESS MATCHAM'S

by Southdowner

You all know of it — the publicity boys get their hands on the new soap — the new drink — new car or even new stock-car racing stadiums and let themselves go. Many a time the blurb leads you up the garden path and when you buy the article you find it is a great let-down. I do not think this will apply to the newly "renovated" stadium at Matchams, near Ringwood. I was not sure what to expect as I made my way down the lane and into the track leading to the stadium. I knew a lot of work had been put in and the place was considerably altered from that once used by the other concern, but I did not expect to see so much done in so short a time.

The sandy lane leading from the road towards the stadium was not exactly an armchair ride and something will have to be done to that very soon or it will be littered with broken springs but once round the bend you begin to appreciate what can be done for competitors and spectators. Plenty of parking space — a large paddock for drivers — a short sharp rise to the circuit or a trip along the side path to the other side and you are there. Though work was nowhere near finished the possibilities of this stadium hit you. I have always enthused over Cross-in-Hand, and this stadium at Matchams will be at least the equal of that Sussex circuit. A track which once again differs from any other Spedeworth raceway — a clearing all round the circuit where there is room for 500 cars on the ridge top round more than three quarters of the track and ample viewing space for thousands of fans by the barriers. At the moment the soft sand makes getting to one's favourite spot a little so-so but when the sand beds down and hardens this worry should be over and you will be able to drive in, pick your spot and sit in the car at ease to see all the raceway in comfort.



Drivers discuss tactics before the first race at Matchams Park, Ringwood.

— Photo: E. Setchell.

But you want to know of the racing. Due perhaps to the wrong idea that Matchams was miles away on the outskirts of Bournemouth the drivers' list was not so big as usual, but that was all to the good for it gave those who were there a fine chance to learn the circuit (and it has got to be learnt) while it also helped greatly to bed down the track which would most likely have been badly cut up if there had been hordes of cars racing. Superstox and stocks had been booked for the day, but half a dozen hot-rod boys nobly made the journey to try out the circuit and help make the day.

Racing was exciting and you could soon see that many drivers had not found the right line for the fences were being visited from lap one of race one, and I have not seen so many superstox by the wayside for a long time. As a fitting opening the first race was won by Dave Pierce but he had some hot opposition from Rod Waller and Bryan Kensett, out to show him the blues also knew their way round.

A favourite down at the Cross, Brian Edwards, must have found the track to his liking for he romped away from Foxy to be the first stock car winner at Matchams in a time only two seconds per lap slower than the supers.

Five hot-rodders then put on their first ten lap try out, two found it was so easy to spin and then there were three. Eddie Asling kept his head, his line and his lead to become that formula's first man home, and the meeting was well under way. Rod Waller went one better in his second race and took the chequered flag in great style, Brian Edwards repeated his efforts and claimed a second number one. Ray Thoday was first over the line for the next hot rod event and that meant George Polley had been kept down to second place for two races running. Dave Pierce and Roy Eaton had a grand scrap for first place in the next superstox with Dave showing Roy how it should be done. Foxy had one of the luckiest wins of his career, acquiring a fine rally jacket as an extra bonus.

George Polley decided he was fed up with being second and left his mates far behind to win his last race of the day.

The superstox final was another fine race, with a cup as an extra lure for the winner, and it looked for a long time as if a junior was going to get it. Young Roy Eaton was out in front and keeping all opposition at bay but then, in the last few laps, experience began to count and the master, Dave Pierce, came through and began building up a lead which Roy could not hope to overcome. So Dave had the satisfaction of winning the first race and the first cup at Spedeworth's first Matchams meeting, and I should think that every spectator went home well satisfied. More than satisfied I expect for even they had their bonus — a parade of Minis provided by Westover Motors (Bournemouth), the same sponsors who had presented the cup, with

each Mini sporting a pair of nicely filled hot-pants with the usual extras!

There is still a lot of work to be done at Matchams. But even at this opening meeting spectators had ample evidence of what is to come. After the racing I was talking to some of the St. John Ambulance men as well as some of the regular spectators from other meetings, and every one expressed his amazement at the difference he saw and I am sure they were all converted to Spedeworth.

Easter Monday's meeting will be the testing point for future entertainment and I am sure it will pass the test with flying colours. I hope to be there — and you?

ALL ABOUT ALDRESHOT BY SOUTHDOWNER

There is Wheelspin and the regular programmes, but without the Journal there is something missing in the Spedeworth world and so it feels great to be back again with a few lines of blather about Aldershot and its drivers.

Superstox, stocks and hot rods have all been on show and though we still await the midgets we have seen a few of the new auto spedeway cars mixing it in the superstox races. There are still diverse opinions on this auto spedeway and several drivers are still in two minds about its possibilities. As it is the drivers who will make or break the formula, I think Spedeworth should have every ounce of support possible. One or two stars are worried about the amount of lolly they might lose during the year if they forego normal meetings to race auto-spedeway, but I feel sure that once the game gets under way the support will come rolling in and there will be a waiting list of drivers wanting to join the teams. Already I have heard whispers about transfer fees!!!

I was talking to Geoff Munn at Aldershot one evening and of course, asked him the two questions . . . "How is the leg?" and "When are you starting racing again." While we were nattering at least four folk came up and asked the very same questions and it made me wonder how Geoff copes with having to give the same old replies so many times, and I asked him about it. Apparently it is quite common for him to be asked over one hundred times at any one meeting, and while he has to give the same answers so many times he appreciates the thoughts of so many people anxious over his future. I have not seen Johnny Walker about

and have no idea what he is doing, though I did read he had taken some tuition from one of the racing car schools, at Silverstone I think.

How do you rate that 7.45 p.m. start? Those of you who make long trips and have difficulty in getting away from work early must have to chase round a little but this earlier start has its compensations the other end of the meeting when you can leave that little earlier and so be home sooner — or perhaps you spend the extra time in the bar! Certainly those who use public transport must welcome the new start time.

I am looking forward to the first National Points Chart which will be out after Easter weekend. If



Tony May, injured at a recent Aldershot meeting, chasing the points at present in the hot early season pursuit to the top spot in the Superstox first re-grading.

— Photo: F. Buss.

you have noted the number of non-reds who have been capturing points this season you will not be surprised if there are many new names amongst the reds. I am pleased to hear there will be no rush to publish that first chart, for if only a few meetings have been held there is always the possibility of several whites qualifying as reds for one month only and then dropping rapidly down the table to their true place.

GOOD SHOWING IN S. AFRICA

Back in mid-March I saw Nigel King, Biffo Sweeney and George Polley together in the office here all busily talking about their visit to South Africa. As I passed them each one was trying to outdo the others on the amount of sunburn they acquired and how much was left! This was not the only "tan" the South African drivers heard of, for our boys put up a good showing and well upheld the Spedeworth flag. Now they are back to do things on our home tracks — Eddie Asling and George Polley have already raced down South and Biffo will have by the time you read these notes.

By the end of last season a fair amount of rivalry had built up between our Southern circuits and those in Anglia making for some very good racing. I think we had the better of the exchanges overall but I am also sure the invaders will be after us again this year. With the auto spedeway team matches giving some extra spice to the racing there should be some exciting times ahead.

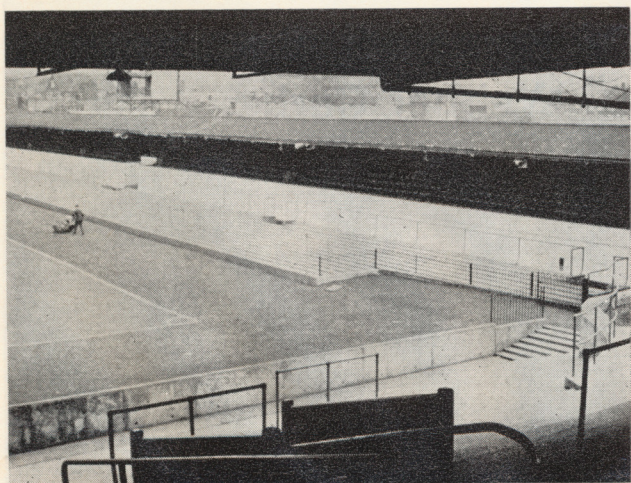
At times we get a visitor or two from the East Coast circuits — in particular I remember Roger Warnes' many trips down South — and I hope that when these visitors come to Aldershot you will give each one that special extra cheer of welcome. Of course, when the teams come down you can boo them as much as you like !!!

Until the next Journal in June we must try to keep you informed through the circuit programmes which I hope you buy at every meeting. Those and Wheelspin (the drivers and supporters' club Journal) must be the sources of information for you until the time comes when the Journal will again we hope be on sale monthly. Tried a spot of pushing lately?

TEAM RACING NEEDS YOUR SUPPORT

Join your local team's supporters club NOW!

All information from any SPEDEWORTH Stadium Office

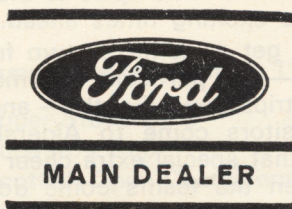


'TOWN'S' STAND FOR FOXHALL?

Spedeworth have recently secured the option to buy the Ipswich Town Football Club stand shown in this photograph. The Football Club are replacing this with a more up-to-date structure.

Plans are at present before the local planning authority, and if passed the stand could be in position by the European Championship meeting in July. This would be a great asset at Foxhall Heath on those cold days — and nights at both stock car and speedway meetings.

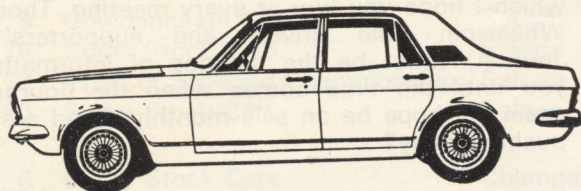
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'STOX' COME TO WHITE CITY

'My dreams realised . . .'

by Man On The Terrace

Towards the end of February my morning paper contained an Obituary to Bill Bailey, one of Britain's greatest ever cyclists. His link with stock car racing is that, in addition to winning several World Cycling Championships, he was the winner of the first ever race to be held on the cycling track built at the White City, London, for the 1908 Olympic Games.

Now at Easter 1971 a form of racing not dreamt of in those far off days before World War I will be introduced by Spedeworth at the White City. I hope I can claim a little credit for putting the idea up in this magazine when rumours about the future of athletics began to circulate a year or so ago. At any rate I shall see one of my dreams realised at the opening meeting.

Traces of the old cycling track can still be seen at the White City, but in 1908 it was a very different place to the magnificent stadium of today. There were stands on the sides, but the ends were open to the elements. The athletes track measured a third of a mile, with the cycling track outside it, and the centre grass was big enough to hold a swimming and diving pool, and leave room for the football and hockey tournament to be staged there.

After the Olympics the White City became rather a "white elephant," but in the late Twenties the greyhounds brought it back into use. They were followed on May 10, 1928, by the speedway bikes. The winner of the big trophy, the Golden Helmet, at that meeting was the legendary Australian rider Frank Arthur. Speedway only lasted two years, but by 1932 the White City had become the home of British athletics, and so it remained until the end of last year.

I first went to the White City during the 1948 Olympics when the British Empire and Commonwealth team met the U.S.A. in the usual post-Olympic match. Since then I have seen so much great sport there — the last A.A.A. Championship hurdles win of the late Donald Finlay, the races of Macdonald Bailey and Arthur Wint, Roger Bannister, Chris Chataway's epic race with Kuts when the Russians first came, Gordon Pirie, Derek Ibbotson

and the great Overseas runners Herb Elliott, Peter Snell, Murray Halberg, Jim Ryan, Kip Keino and perhaps above all, Ron Clarke.

I went to see World Cup soccer there in 1966, the Harlequins v Cardiff and the Barbarians play Rugby Union, the Test teams of Great Britain and Australia play Rugby League, the great show jumpers and their brave horses at the Royal International Horse Show, and believe it or not, at a

A VERY GOOD FRIDAY

**Spedeworth's Opening Meeting
White City Stadium
Good Friday 9th April
First Event 7.45 pm**

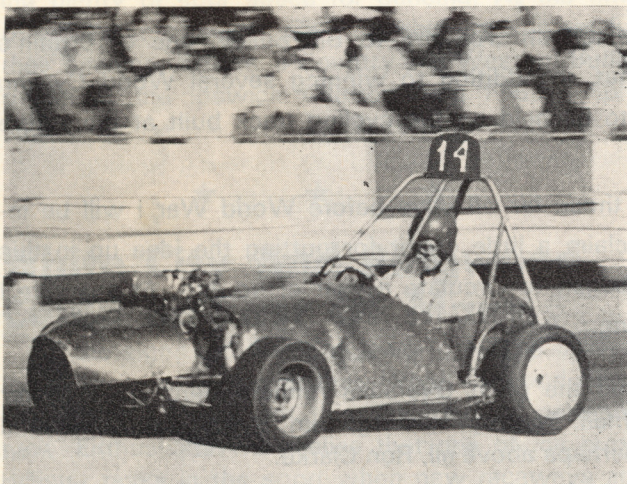
Cavalcade of Sport I saw three speedway races, one greyhound race and a game of 3-a-side polo!

Much To Live Up To

The Spedeworth stars have much to live up to, but I am sure that these next few months are going to bring back to the White City all the glamour, colour and excitement which such a great stadium deserves and has known in other sports.

The White City were founder members in 1929 of the old Southern Speedway League. Now they are to be founder member of the new Auto Spedeworth League which this year brings to closed cir-

cuit motor racing the team element which is perhaps the one thing lacking in our sport. Speedway has always gained a lot from its team racing, but four-wheel sport has never achieved much success with it, although there have been several attempts right back to the midget cars at Lea Bridge in 1937. Last year's Tests against the South Africans showed how it could be done, without the whole thing turning into the Destruction races of earlier stock car days. Providing the rules are enforced and the teams are balanced, the whole scheme seems bound to be a huge success. "Support your team" is the new cry.



SPOTLIGHT . . .

On Midget Driver JOHN HOLLOWAY

John Holloway, a Vicar's son aged 34 from Ipswich, came into midget racing some three years ago as a raw beginner, never having raced any kind of car in competition. Today John is one of the most respected drivers on the raceway with his very nicely turned out midget. No doubt some of the credit for this should go to his mechanic Cliff Conningford who devotes a great deal of time to the preparation of the car.

The car is front-engined, front-wheel drive, the engine being a 1071 Cooper brought up to near full race. Always smartly turned out, the car is a credit to the sport and also to the fact that it is home built.

John has reached blue grading so far, but don't be fooled by this because he could so easily become a star man in midgets and this could be the year to do it.

A welding demonstrator by trade, John travels some 20,000 miles a year in his job besides all the miles he does travelling to meetings, etc. When I asked him had he any hobbies other than midgets he said he had none other than giving welding tuition at various schools in the area.

As to who in his opinion was the best driver on Spedeworth raceways he said without hesitation "George Polley." I would endorse that. The raceway John likes best is Ipswich this being his home track, so I suppose that's only natural.

When speaking to John about midgets, he told me that we shall see his new 1971 style midget in action in the near future and that it should be quite something. Beyond that he wouldn't say. Perhaps it will make its debut when midgets are racing at Ipswich on the 9th May.

THE INFORMER

EX - FORMULA 1 STAR JOINS SPEDEWORTH

FATHER & SON JOIN THE HOT RODS

Les Willis, one of the youngest hot rod drivers is to be joined by his father very shortly. His father Pat will be remembered for his racing in the Senior stock cars on BRISCA race tracks.

Pat says he's been talked into building a car by Les, so we look forward to seeing Pat in action and hope his achievements in hot rod racing will match his prowess with the big 'uns.

MIDGETS 1971

by the INFORMER

It was encouraging to say the least to see such a good turnout of Midget Cars at Walthamstow on the 26th February. Some very good fast racing was the order of the day with all the lads driving at 9/10ths so to speak.

Some of the established stars of last season were conspicuous by their absence namely Tony Stubbs, Paul Emery, Tony Bostock, Pete and John Smith and Derek Harris. These decided at the end of last season that the grass was greener the other side of the fence and took off to join their own club. Haven't heard of them since, and can only assume they have found things not quite so rosy as they thought. Anyway enough of the misfortunes and on to who is going to take their places this year.

Sticking my neck out (as usual) as to who will make the grade this year certain drivers come to mind.

Frank Boyles no doubt will have a very good year. Winning the National Championship has put an edge to his racing and with two wins to his credit on his first outing he will be a force to be reckoned with.

Rod Tanswell also going well has the experience and consistency to keep well up in the gradings having topped the national points chart three years in a row

Colin Byrne had a very unfortunate first meeting when he touched wheels and bit the fence really hard and was taken to hospital. I am glad to say he is now out and in his own words "Can't wait to get to grips again". This year he has a very quick motor in the now legendary 'Black Lawnmower'. He finished well up in the reds last year and I think he will go even further this year.

Barry Martin won the second heat of the evening at Walthamstow in very good style, and here is another driver who I think will make star grading this year.

Other drivers who deserve a special mention are Ben Davis, who drove the race of his life taking second spot from Rod Tanswell in the second race. Well done, Ben, keep up the good work.

Daz White and Colin Harper both drove very well indeed and achieved good placings, along with Basil Craske and Dick Waldock who was on his first

outing, having mechanised for Ben Davies for a couple of seasons.

Last but not least a special mention for Malcolm Brockhurst who with an immaculate car got third in the first race and unfortunately got tangled with Rod Tanswell in the second and had to retire with mechanical trouble. Watch out for Malcolm, he is going far this year, having had a great deal of experience behind him in Kart racing.

Two-Car Drivers

With the start of Auto-Spedeway this year and with most of the star and blue tops from other formulae being invited to race this new formula it was only natural I suppose for some of the stars of midget racing to have a go.

Rod Tanswell is building a car and will race with the Aldershot team. Frank Boyles has built a very nice team car and is racing for the Wimbledon team. Colin Byrne is also building a car and will race for Yarmouth. Well done lads, its nice to see that the midget drivers have accepted the challenge of a new formula and no doubt will make their name before the season is much older when team racing gets under way.

By the time you read this we shall have seen midgets out again at Wimbledon which always invites a good entry of these racers. I think with the number of cars now ready to race, an all-time record of midgets will do battle at Wimbledon on the 27th March.

THE INFORMER.

**SEE MIDGETS -
- EASTER HOLIDAY**

...

**Lydden Hill Circuit
and Eastbourne**

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AUTO-SPEDEWAY NOTES ALDERSHOT KNIGHT'S

By The INFORMER



Denny (Undertaker) Pearson (Aldershot Knights) presents rather an ominous challenge to the opposition as team captain.

— Photo: E. Setchell.

The Aldershot Knights are now well organised under their manager Ted Weaver. The final choice of drivers are as follows: Dennis Pearson (Team Captain), Rod Tanswell, Ken Etwell, Derry Warwick, Stan Warwick and Roy Wood. All cars are now nearing completion, in fact Dennis Pearson is currently racing his. All the cars with the exception of Rod Tanswell will be racing the B.M.C. 'B' series engines, and Rod is using a 1600 Ford G.T. cross-flow engine.

The Team's first outing will be on Sunday the 4th April against Cross-in-Hand 'Tigers' at Cross-in-Hand. No doubt the Knights will be able to tame the 'Tigers' (with a bit of luck) who said it!!

A fan club is being formed for the 'Knights' and would be supporters who wish to join the sup-

porters club should contact Ted Weaver at the stadium or at Aldershot for further information.

The 'Knights' have also got several sponsors lined up to back the team financially and anyone interested in advertising on these team cars should also contact Ted Weaver, the team manager.

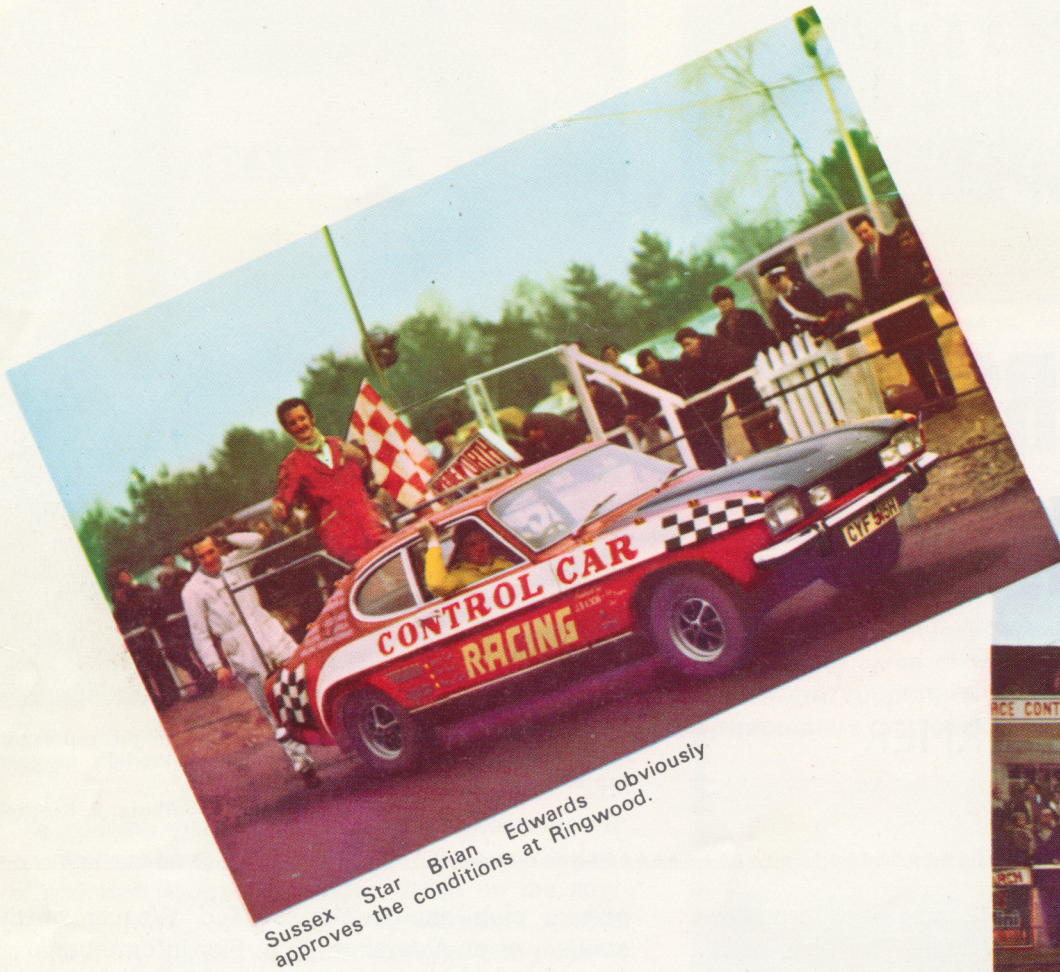
The team and all connected look forward to a good first season with Auto Spedeway. While we may not have the strongest team we shall certainly give a good account of ourselves and I am sure that the people who come to Aldershot to watch the racing will give the team their full support. What was that saying about "Once a king always a king, once a knight . . .

THE INFORMER

**Be sure to visit Aldershot Stadium
Every Thurs. is Stock Car (K)night**



MATCHAM'S P MEE



Sussex Star Brian Edwards obviously approves the conditions at Ringwood.

Eddie Asling has a successful debut at Matchams in the Hot Rod Match Race.



Dave Pierce (above) wins the first Motors (Bournemouth) Trophy.

*A few
opening shots at
first meet
Ringwo*

PARK OPENING TING



graphs:
CHELL



Superstox Final and the Westover

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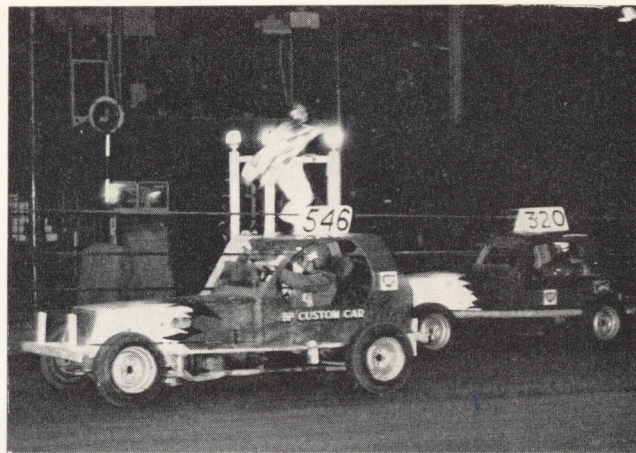
Ray Wilde "overcooks" in a Stock Car event.

Second only to Dave Pierce in the Final, Roy Eaton made an impressive debut at Ringwood.



RINGWOOD

Welcome to the Fold



The BP/Custom Car sponsored drivers seem to be making great successes at the early meetings. John Gray closely followed by Dave Pierce must have impressed their sponsors at Wimbledon. Photo: E. Setchell.

by MAN ON THE TERRACE

There will be a big welcome to the Spedeworth fold for the famous RINGWOOD circuit. Here is a track with a history going back to 1954. There will of course be problems with at least some of the crowd watching new drivers and new kinds of cars, and at first naturally missing some of their old favourites, but I am sure that after the first few meetings they will be keen Spedeworth supporters.

This was a problem Walthamstow faced when it changed promoters, and look how successful that move proved.

The opening meeting on March 14th was blessed with excellent weather and the Stock cars, Superstox and Hot Rods soon settled down on the new raceway surface, completed only 48 hours before start time. A general facelift—not yet complete—brought favourable comment from regular Ringwood fans—and a number of local prospective drivers signed contracts to race at subsequent meetings.

We welcome our new Ringwood readers and supporters and feel confident that racing at Matchams Park will prove to be on a par with the fast Ipswich raceway.

FIRST WINNERS

First winners at Ringwood were as follows: Superstox—Race 1, Dave Pierce; 2nd, Rod Waller; 3rd, Dave Pierce; Final and the Westover Motor Company (Bournemouth) Trophy, Dave Pierce.

Stock car winners were: Race 1 and 2, Brian Edwards; Race 3 Aubrey (Foxy) Dance. Hot Rod match races were won by Eddie Asling, Ray Thoday and George Polley respectively.

All is set for a gala Easter meeting at Matchams Park on Easter Monday, when the finishing touches should be complete.

We hope to include in this edition photographs from the opening meeting. (*see centre pages*)



Ooch! As always the St. John's are on hand to attend to any emergency. Photographer Eric Setchell the "patient". Photo: F. Buss.

Review Of Late Season Meetings

With all the excitement of the new season it would be easy to forget the meetings since the last issue of the Journal, but for those who rather lost touch perhaps I could briefly mention some of the meetings I saw.

September 26th. While Wimbledon was packed for an all Banger night, I went to Harringay to see the Formula 1 World Final, won in fine style by Jim Esau from the 1969 Champion Stuart Smith and Peter Webb. The other races were for the Harringay Trophy and were won by Willie Harrison, Darkie Wright, Frankie Wooster (Consolation) and Ian Durham (Final). Racing was first class, but the presentation was pretty poor, with long gaps between races. Dutchman Henk Straver was the only overseas competitor in the *World Final*! It was strange to see Harringay's scoreboard advertising the last meeting of the season as stock car racing, when in fact it was Banger racing. It is time that the BRISCA tracks tightened up on this sort of thing.

October 2nd Barry Lee cleaned up the Hot Rod racing at Walthamstow with 2 heats and a Final.

October 3rd at Wimbledon John Gray won the English Superstox Championship from Graham Minchin and Tony May. Gray followed up by winning the meeting Final as well. Jeff Munn broke his leg in one of the Stock car events, and is still not racing.

October 10th: George Polley retained his Hot Rod British Championship at Wimbledon. Barry Lee and Brian Pedley followed him home.

October 16th : Bryan Kensett won the Walthamstow Final.

October 17th: South beat North 60—39 at Wimbledon and Tom Airey won the Final.

October 26th. Gray Davis won the 1970 British Stock Car Championship from Mick Collard and Dutch Holland after a 43 car race. It was good to see the Scots competing in this event. Frank Boyles won the National Midget Car Championship after a re-run from Paul Emery and Barry Martin. Tony Stubbs crashed and all the cars stopped in the first race, hence the re-run. Altogether this was quite a night of incident and controversy.

October 30th: Alan Cayzer and Barry Lee won Finals at Walthamstow closing meeting.

October 31st : Alan Cayzer won the South London Championship and Stan Lloyd the Hot Rod Final at Wimbledon.

November 7th Brian Pedley won the Hot Rod Golden Helmet at Wimbledon.

November 14th : Tony May won the Spedeworth Golden Annual at Carnival Night at Wimbledon.



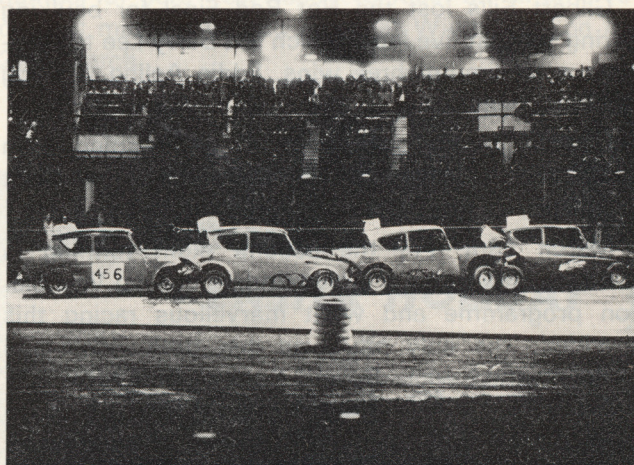
Doug Whybra assesses the damage after a severe crunch at Eastbourne Raceway. Photo: F. Buss.

December 19th Superstox, Hot Rods, Stock Cars and "Carols by Candlelight" made up an enjoyable Christmas party meeting, enjoyed by a crowd which would have been larger with earlier and better advertising.

January 9th : Derry Warwick won the Superstox Final at Wimbledon's second winter meeting. Stock Cars and Bangers completed the programme.

February 27th : The new season at Wimbledon "officially" started the night after Walthamstow opened with Stock Cars and Midgets plus a demonstration of the Auto-Spedeway Cars. Tony May was at his very best with 2 heats and a Final success.

During 1970 my son kept a points chart for Superstox racing at **Wimbledon**, based on first six places with doubles points for Finals (treble for the World Final). Top of his chart came Denny Pearson from Dave Pierce and National Points Champion Tony May. During the coming months all three will doubtless shine a lot more, but on his form at Wimble-

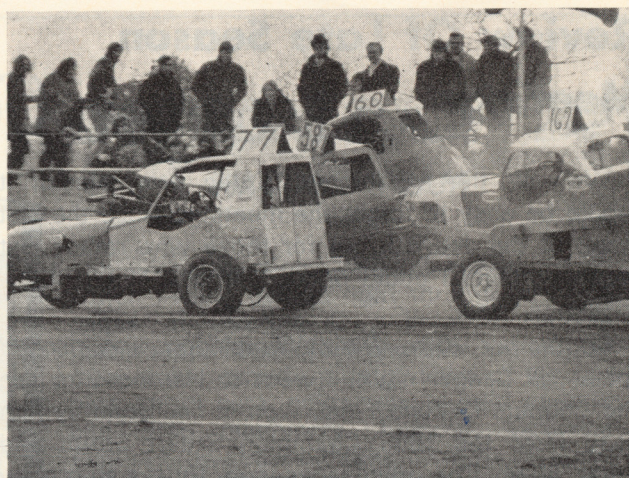


BUMP! BUMP! BUMP! Hot Rods (the no contact formula to the uninitiated) in a spot of *bovver* at Wimbledon.

don's opener May is going to take an awful lot of holding this year, despite his temporary absence after crashing at Aldershot on March 11th. His injuries probably necessitated a week's lay-off plus some time repairing the Superstox.

March 12th. It is perhaps a sign of the times when there are more Hot Rods than Superstox at a meeting for these two classes only. This happened at Walthamstow.

Both finals were won after the first driver home had been deducted a place. In the Superstox, Jim Payne had what is nowadays a race win, after Dave Pierce had lost a place due to grass cutting on the home straight early on. Pierce and John Gray (two) won the heats. Roy Eaton drove very well all night, with a second and a third place in his heats. Gray after winning two heats in great style, tangled with Doug McMahon in the Final, but they still came through to third and fourth places. More superstox next time, please!



Superstox in a dust-up at the Arlington opener.
— Photo: F. G. Buss.

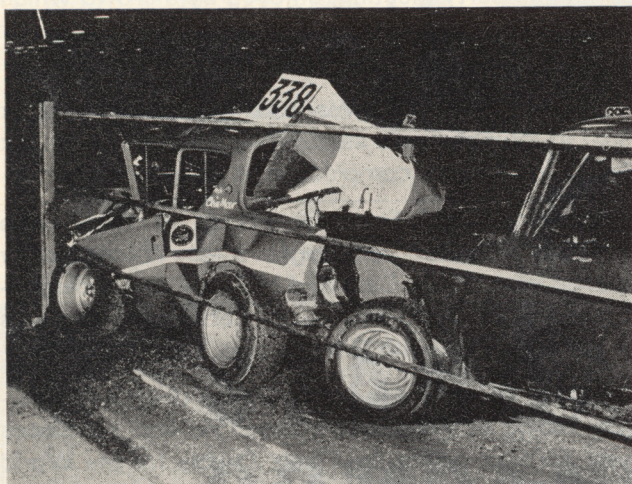
we are going to maintain our safety record. A crash at Aldershot kept Tony May out of both these London meetings.

John Gray kept up his superb form, winning two heats and the Final. In the second heat, in which Derek Warwick did a spectacular triple roll, Gray was hotly chased by Brian Kensett. Kensett then won the third heat. The Final was a tremendous battle between John Gray, Dave Pierce and Alan Cayzer, who finished in that order. Cayzer was a bit unlucky when a backmarkers antics lost him the lead.

Eddie Asling won the opening heat for the Hot Rods and then the evening belonged to George Polley — 2 heat wins and a Final success. However Asling completed a very good nights work with two seconds to Polley.

In previous years I have grumbled about meetings going on too late, so I must welcome the earlier starts (7.45 p.m.) and marvel that the meetings are being run even more efficiently than in the past. How the pits and track staff are doing it, only they can know, but they all deserve a big thank you from all supporters. Even with both Finals having to be delayed the Wimbledon meeting was over by 10.50 p.m. and Walthamstow by 10.10 p.m. This is just what was wanted.

Postscript. After writing the above I hear from a driver friend that on checking the lap charts of the Superstox Final at Walthamstow Gray and McMahon were found to be a lap behind so the result was amended to 335, 320, 379, 417, 381, 507.



Mick Thompson, first man in a Hot Rod pile up at Wimbledon.

— Photo: E. Setchell.

Gilbert Sills lost the Hot Rod Final for baulking during the last five laps, which left Barry Lee to complete a maximum three wins, Eddie Asling winning the other heat.

George Polley, back only in the morning from South Africa, drove hard with little luck on his debut as a B.P./Custom Car sponsored driver.

March 13th: For the second night running in London, Superstox and Hot Rods made up Wimbledon programme and what marvellous racing this provided. The only pity was that both Finals had to be stopped while Roland Kenny (Superstox 77) and Barry Campbell (456 Hot Rod) were taken injured out of their cars. With racing getting faster than ever, we seem to be getting more injuries. The scrutineers job becomes even more important, if

**DON'T MISS . . .
RINGWOOD'S NEXT
MEETING - APRIL 12th**

AROUND & ABOUT ANGLIA

by **HARRY BARNES**



Stock cars still showing plenty of excitement on the Wisbech Raceway.
Photo: M. Johnson.

Big Changes At Yarmouth Raceway

Yarmouth spectators as well as drivers will be pleased when they see the improved lighting at the holiday town raceway this year.

IT'S GOING TO BE TOUGH AT THE TOP

Racing for real has started again, and drivers in all formulae are eager to join the battle for points to keep them in the running for promotion through the grades. 1971 will see more drivers contesting racing honours, and already there are signs that portend changes in the senior grades.

Apart from the extra competition that is sure to come by way of the increased numbers of drivers accepted this season, the reason for these extra drivers is the extra raceways acquired, will be sure to give any star quite a task if he intends to maintain his lofty position in the charts, for like it or not, the top men will have to travel more to remain at the top. Towards the end of the 1970 season there were a number of talented youngsters finding their way towards the higher grades, and some of these are developing the arts of stock car racing fast enough to worry the best of the established stars if given half the chance. All this adds up to the promise of another fine season ahead.

Dave Bickers After Top Stock Saloon Honours

Nobody who has seen International motor-cycling star Dave Bickers in action this year can doubt his ability to reach the top of the stock car national points chart in double quick time. Anglian fans have already this season seen some memorable battles between Dave and top Anglian saloon star Bob Studd. The best thing about the continuing duel between these two is the fact that they win their races — or lose them — by sticking to the old crowd-pleasing tactics of giving the public what they pay to see — STOCK CAR RACING.



The Southern & East Anglian teams prepare to do battle at a winter special at Wisbech on February 14th.
Photo: M. Johnson.

Wisbech Supporters Must Top The Charts For Enthusiasm

The Wisbech Stock Car Supporters Club was the first of the clubs formed to support a team in the newly formed Auto Spedeway League. This is only a part of the story, though, for the members have set a new standard for enthusiasm which would be hard to find the equal of in any sport. In just three weeks what can only be described as a skeleton shack was transformed into a first class club room, and this was the setting for the club's first social event of the season. This was a buffet dance which followed the Superstox and stock car meeting at the Fenland raceway on Sunday, March 7th. The Clubroom is licensed for dancing for 200 people, and this number can be seated in comfort still leaving plenty of floor space for dancing. At the time of writing the Ipswich Club members are all set for their opening venture, a Country and Western Buffet Dance at the Ipswich Clubroom on Friday, April 16th.



White City And Ringwood Could Be First OF Many

All the signs are that Spedeworth will be operating at more new venues than White City and Ringwood, but perhaps not this year, almost certainly next. Enthusiasts will realise that one of the most difficult tasks in the sport when new raceways are in the offering is the formation of a fixture list planned more than just a few weeks in advance. Another factor which has given the fixture planners a big headache this year is the introduction of Auto Spedeway. With some uncertainty as to when all the teams would be ready it has been impossible to plan as far ahead as would normally be the case.



July 17th - 18th Plans Well Under Way

Enthusiasts who plan their holidays around the Ipswich Speed Weekend have had plenty of notice for this year's event which is to include for the first time the European Championship for Superstox this year. This will probably attract the largest crowd ever to Foxhall. The British Championship event is to be held at Cowdenbeath just two weeks earlier, and this will also be a two-day affair. Roy Cecil intends to show the Hot Rods to the Scottish enthusiasts for the first time, and we can expect enquiries from the region which could possibly lead to hot rod events North of the Border.



Doug McMahon, now quite a familiar Superstox driver with the chequered flag, can be expected to secure one of the major titles this year.
Photo: M. Johnson.

Easter Goes Decimal

By special request of the Decimalisation Board Les Eaton has arranged for 10 meetings over the four-day Easter holiday period !!! All formulae have plenty of racing during the weekend, which also brings a "local derby" clash between the Wisbech and Ipswich Auto Spedeway teams at the Fenland raceway on the Saturday.



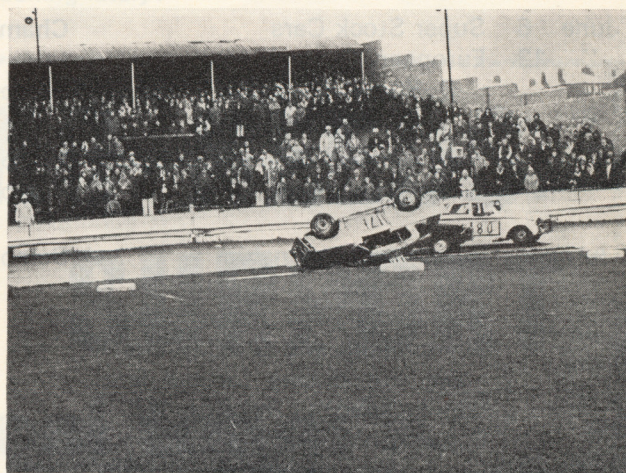
Sponsorship For Anglian Stars

Congratulations to John Gray and Roger Warnes who are now benefiting from a combined sponsorship venture between B.P. and "Custom Car" (the monthly motoring magazine). In the south of the country Tony May and Dave Pierce from Superstox and George Polley from the Hot Rod side of the sport are also sponsored.

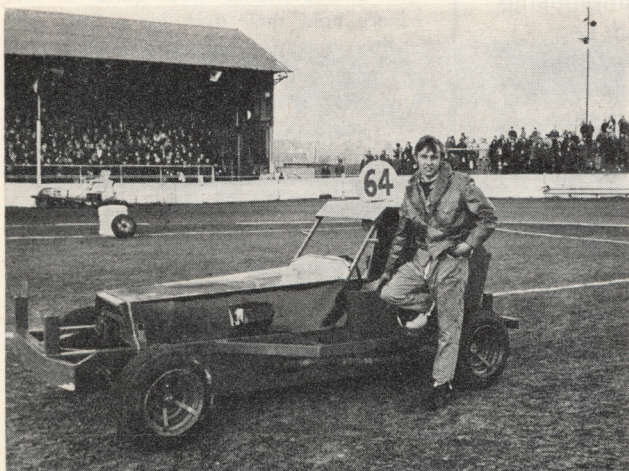
NEWS FROM O'ER THE BORDER

What with the post strike and the interruption of the monthly flow of the Journal one's mind goes blank (a normal state of mind for yours truly, when this has to be done).

But friends, wool out of your Eye Balls to read the successful history of the 1970 Scottish Stock Car Scene. I will not dwell on our domestic meetings which are of course second to none in Formula 11 (Superstox) and Saloon Stock Car Racing, but in the "Internationals" firstly the "Open Scottish Championship," won by a Scot Gordon McDougall (41), secondly the "European Championship" won by a Scot Malcolm Paterson (107) and thirdly the "United Kingdom Challenge Cup" again won by Malcolm Paterson (107) three out of a maximum of five — with the strongest possible opposition arranged against us — So you folks South of the Border we do not suggest we are better than you but admit we are now your equals. The 'British' and 'World' Championships have so far only at the best



'Buster' Keaton (80) on his way for his first chequered flag of the 1971 Season.



Les Kay (64) Ex Star Saloon Driver will surely make his mark as a Formula 11 Superstox Driver in the 71's.

given us minor placings — but my children with the opening of a new racing venue with a track built in the oval English design, night meetings under artificial light, should enable us to get our correct gearing (most essential for International events) and practice a different style of driving that Oval v Square tracks require. The British Championship held here at Cowdenbeath on July 4th should give us an edge and with the lessons learnt at the new venue, and a good draw out of the hat a 'Scots' World Champion ceases to be a dream but could become a reality. But whatever the results are in the 1971 Internationals we in Scotland wish all our English, Continental, and South African Stock Car'ites — friends and competitors the very best of luck and enjoyment in the coming season, to all those who have visited and competed against us here in Scotland I can only pay you the compliment by saying 'Haste Ye Back.'

ROY CECIL

SPEDEWORTH SCOTLAND

Central Stadium, Cowdenbeath. Tel. 2266 or 3764

Fixture List 1971

		Super Stocks "Formula 11"	Saloon Stock Cars
April	4	Super Stock Cars	Saloon Stock Cars
"	11	Stewards Cup	Stewards Cup
"	18	Scottish Open Championship	Saloon Stock Cars
"	25	Super Stock Cars	Saloon Stock Cars
May	2	Super Stock Cars	Saloon Stock Cars
"	9	Cowdenbeath Cup	Saloon Stock Cars
"	16	Super Stock Cars	Saloon Stock Cars
"	23	West of Scotland Championship	Saloon Stock Cars
"	30	Super Stock Cars	Saloon Stock Cars
June	6	Super Stock Cars	Champagne Stakes
"	13	European Championship Q. Round (Scotland) 1st Leg	Saloon Stock Cars
"	20	European Championship Q. Round (Scotland) 2nd Leg	Saloon Stock Cars
"	27	Bo'Ness Fair Cup	Saloon Stock Cars
July	3	British Championship	Saloon Stock Cars
	& 4	(We propose to run this as a speed week-end. Racing Saturday evening and Sunday afternoon. Introducing for the first time in Scotland Hot Rods).	
"	11	Super Stock Cars	Saloon Stock Cars
"	18	No meetings these two weeks	
"	25		
Aug.	1	East of Scotland Championship	Saloon Stock Cars
"	8	World Championship Q. Round (Scotland) 1st Leg	Saloon Stock Cars
"	16	World Championship Q. Round (Scotland) 2nd Leg	National Championship Q. Round 1st Leg
"	22	Super Stock Cars	National Championship Q. Round 2nd Leg
"	29	Scottish Championship	Saloon Stock Cars
Sept.	5	Super Stock Cars	National Championship Final
"	12	Super Stock Cars	Saloon Stock Cars
"	19	Scottish Stock Car Laurels	Scottish S/C Laurels
"	26	U.K. Challenge Cup	Saloon Stock Cars
Oct.	3	Super Stock Cars	East of Scotland Championship
"	10	Super Stock Cars	Saloon Stock Cars
"	17	Super Stock Cars	Saloon Stock Cars
"	24	Driver of The Year Award	Top Point Scorer Award
"	31	Auld Lang Syne "Cock O' North" "First Year Driver Award"	Auld Lang Syne Cock O' North

Scottish Review

By Ian Frazer
Scottish Evening News

There is little doubt that, as far as stock cars are concerned, 1970 will always be regarded as an important milestone in the history of the sport in Scotland. In fact, it could be said, apart from the year in the near future when one of our drivers brings back the world title, to have been the most important year ever!

It was certainly the most exciting and, to me, the year when the stocks came of age in Scotland. We have continued to improve and the gap between the Scots and English is now very small, and indeed nothing at all in some cases. I think we now have three, possibly four, drivers of certain world class. Racing, and average attendances, have gone from strength to strength at Central Park and for the first year there was no marked drop just before the holiday period.

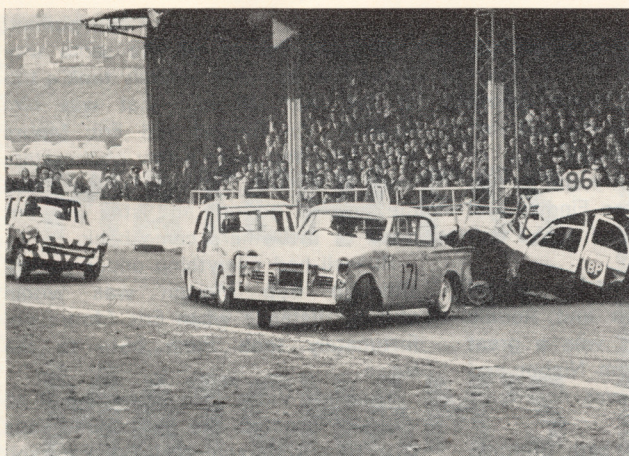
EUROPEAN CHAMPIONSHIP

No doubt the promotion of the European championship at Cowdenbeath stimulated interest in the fans, drivers and officials alike, and all three groups came out on top. The drivers, of course, because Malcolm Paterson took the championship and quite a few others held their own for a long part of the race. The officials showed they are capable of holding their own with any, while the fans proved their willingness to turn out in large numbers... and to be ready to shout their favourites home, which can make all the difference in an international event.

Malcolm Paterson continued the fantastic sequence of results with Tony May in the UK Cup, and took "his turn" of winning the trophy in September.

We again failed in the World Final but no one who was there will forget George Macmillan's game display in atrocious conditions to finish in the top six.

On the home front we had quite a few thrills and spills. Gordon McDougall won his first national title



Their must be a way to get through somewhere.

Photo: J. Fyfe.

Will Malcolm Paterson add the "British" to his titles this year? . . . or retain the "European" at Ipswich in July?

with remarkable ease while there was no stopping Alan Neilson in the points chart, despite a late rally by Malcolm Paterson. Les May swept all before him in the saloons, taking the first ever National championship as well as eventually drawing away from Buster Keaton to take the Points award too. Les is now a "super" man and must be considered as a serious contender for the titles later this season.

THE HIGHLIGHTS

There were many memorable moments in 1970, but for me, these were the highlights. Malcolm's great win of course . . . Don Morton's tearaway victories as a white top to qualify for the world final . . . later matched by David Morris to qualify for the Cock O' the North final . . . Jimmy Begley's courageous show to prove that Les Kay was beatable and win the East of Scotland title . . . Bill Pullar holding off Gordon McDougall and Tennant Douglas in the best heat I've ever seen . . . the rise of so many young stars in the saloons and particularly the belated success of Alex Hall who had plugged away for so long . . . the fearless saloon driving of Rab Gilmour . . . the return of Ronnie Nisbet as a top driver . . . and many more.

Disappointments? Well there were quite a few but none so great as the decreasing competition in the Supers. True the men at the top are bunched in a tight band but there were few contenders outside the red tops.

The newcomers and lower grades just can't keep pace with the improvement of the top stars and the gulf became greater than ever last season. A reversal of this process would certainly mean more exciting racing every week

but, on the other hand, would weaken our chances in international competitions.

The saloons continue to be a revelation and there are no certain winners in this band, although Kay and Keaton won over forty races between them. I think there are several saloon drivers who should, if possible, switch to the supers. They are capable of becoming really big names if they could get suitable cars.

All in all, it was a pretty eventful season and, if 1971 is as successful, there will be few complaints from the fans and none from me.

B-R-R-R — JAN. 4th

The decision to hold a meeting on January 4 was one I greeted with mixed feelings — and after being there I still had mixed feelings. It was a beautiful sunny day. There were not nearly enough cars to maintain the usual high standard of racing. It was very cold by the time the meeting was finished but I still think the meeting was quite a success.

I don't know if quite so many fans would return to a similar fixture having experienced the winter weather, but it is certainly worth repeating.

1971? Well there are certainly one or two super drivers who will really make the grade this season.

Les Kay is an obvious choice. Another certainty is Tommy Wallace who finished up as a red roof and the "Best Newcomer" award. I am sure that Tommy can improve a lot yet and expect to see him winning a lot more races this term.

Eric Moore is another who, after a few seasons in the blues, should be right among the reds. He has taken a wee while to come on but one only

has to look at Alan Neilson to see what can be done.

The honours? Well, it's time Wattie Brown got back on the title trail and time for Tennant Douglas to recover his old brilliance.

Malcolm Paterson or Alan Neilson for the Scottish, Kenny Ireland for the saloons, Gordon McDougall for the "Driver of the Year" and anyone for the World!!

OPENING MEETING—14 March

A huge crowd, a nice day and an overflow of saloons heralded the start of the Scottish season.

The unusually large numbers of saloons in the heats gave the crowd plenty to shout about and straight away Buster Keaton did what he did last year — win the first race. It looked as if all the old faces were going to do well again as Doug Farrer and Philip Winfield followed Keaton in.

The very next heat proved us wrong when Ian Bruce drove a splendid race to eventually win by a distance from Sandy Hall. It was back to square one in the third when Keaton scored again, this time from Jimmy Gordon and Kenny Ireland. Bruce just about completed a double too but red-top Dave Nelson got through to take the fourth.

It's a pity that the terracings practically emptied after the superstox final as they missed an eventful closing race.

Bill Butler, one of the popular Jed-

burgh contingent, went straight into the lead and, despite the "happenings" behind him, he never lost it.

Cars were here, there and everywhere and the top stars tried to catch Butler but it was not to be. Dave Nelson and Buster Keeton did get within a few yards at one stage but were so keen to snatch the lead they spun each other off.

Butler skipped away into an unassailable lead although big Jimmy Gordon got remarkably close before the flag. Philip Winfield — sure to climb the grades this season — was third and Keeton came back to take fourth spot.

Main interest, of course, was centred on the supers and particularly the new cars. My overall impression was that, happily, the gap between the really top drivers and the rest has narrowed

a bit but I still think we shall see the familiar faces to the fore when the titles are handed out.

There was no touching Walter Brown in the first two heats. He showed that once again he has produced one of the best cars in the country and he had lots to spare from George Findlay and Tommy Wallace at the end of the first heat.

Les Kay led for most of the second but once Walter Brown and Ronnie Nisbet broke through it was a great race. Brown held on from Nisbet and Alan Neilson but there was not much in it.

Billy McCourt, who had grabbed fifth place on his first outing for over a year, was even more impressive in the third heat when it was not until the latter part of the race that Malcolm Paterson zipped in front. McCourt hung on to second place with Ron Anderson

and Tennant Douglas in hot pursuit.

McCourt started off the same way in the final but unfortunately took a trip to the skid rail and that was him finished. Vic Russell and Eric Moore took over and quite a few of the stars were in trouble. Tennant Douglas was the first to go out and stay out but most of the others came back.

Russell had everything under control although Bob Morton was within striking distance when Eric Moore unfortunately took them both to the fence.

This left Vic a mile in front and he virtually coasted the final three laps with Ron Anderson, Malcolm Paterson and Ronnie Nisbet taking the minor honours.

And, to complete an eventful day, Mr D. Heeps once more proved himself the production supremo by knocking his existing record down to 36.9 secs.

Sassenach or Scot — don't forget Spedeworth Stock Car is best!



Congratulations to Dave & Sue

Many friends from the Spedeworth fraternity joined relatives of the Eaton and Hindle families at Alton on March 6th for the wedding of Les and Mavis Eaton's daughter, Susan, to David Hindle, Superstox driver and manager of Spedetune Ltd.

Sue works at the Spedeworth head office and the couple are making their future home at Alton.

Our very best wishes to Sue and Dave for their future happiness and continued association with our activities.

A Harry Barnes Special

STEWARD'S NOTES (REVISED)

An article bearing the above heading, appeared in the May, 1965 Journal. Many requests have been made for us to reprint some of the best "Harry Barnes' Specials" and we have chosen his Steward's Notes this month.

STOCK CAR DRIVER

A stock car driver is a man who will acquire an old banger, take it to bits, then rebuild it up again so that it looks even more atrocious than it did before. He will spend hour upon hour tuning it, strengthening it, and painting it. Then he will take it on the track and spend about five minutes wrecking it. He delights in defying the laws of gravity, and though he puts wheels on his car, he never lets them touch the ground if he can help it. He will lend a hand to any similarly afflicted person off the track, then go all out to bring disaster to him on it. He will race round and round an oval track doing his level best to break his neck and finish up—if he is lucky—exactly where he started.



COMMENTATOR

This is the man who has to invent excuses for all that is happening, so as to encourage the spectators to come again.

STARTING MARSHAL

This official drives round the track in front of the drivers, doing the same job as the man with the red flag at a bullfight. When he's got the drivers suitably angry, he leaves the track while they knock hell out of each other. He also taunts them from the sidelines if he thinks their efforts are lacking fire.

GATE FOREMAN

Once the drivers have been enticed onto the track, this man is responsible for locking the fence gate to ensure that the scared ones are unable to run away.

SCRUTINEER

He is the man that "certifies" the drivers. Only those who in his opinion are big enough "nut cases" are allowed to race.

LAP SCORER

Always a vivacious female. Her job, as the name implies, is to sit on the promoter's lap and help him count the "lolly".

Harry Barnes.

NEWS FROM THE FAN CLUBS

STUART "CAZZ" BLYTH FAN CLUB

I am pleased to announce the formation of a Fan Club for Stuart, East Anglia's youngest Superstox driver. Membership fee will be 30p, this will entitle you to an autographed photo, a fact sheet and membership for one year. Also newsletters during the year.

Anyone interested in joining the 235 fan club, please write for an enrolment form to—SALLY HORN (Miss), Millcroft, West Drove, Walpole St. Peter, Wisbech, Cambs.

'DAINTY' DAVE MOLYNEUX FAN CLUB

A Fan Club is being formed for Dave Molyneux. Anyone interested should contact—C. MARTIN, Flat 4e, High Street, Caterham, Surrey.

"THE GO-AHEAD" ALAN AXFORD SUPPORTERS CLUB

Hallo once again. This season I hope to introduce some really big ideas into the 670 club. During the closed season I have been slowly preparing to launch a "New" 670 Club, which I hope will give greater benefits to members, and also hope the "New" Club (when launched) will revolutionise other Fan Clubs. I will be only too pleased to give my ideas to other Club Secretaries.

On behalf of this Club, the 670 and the 553 Supporters' Clubs, may I give our special thanks to all who turned up at the social on 23rd January. Because of the huge crowd that turned up the evening turned out to be very successful. Also the 670 and 553 Clubs wish to give their special thanks to Les and Mavis Eaton, Rod Tanswell, Graham Capelin (Chairman of the F2-32 Slot Stock Racing Club) and everybody who helped out at the social.

The Club is always open to any enquiries connected with Spedeworth Stock Car Racing. Lastly I am glad to see Bert Hawkins has a Fan Club in the making, and I was surprised to learn that my mother is the 721 Club Secretary. Believe me I think this must have been one of the best kept secrets in our house. It only needs my brother to start a Fan Club and I can see us moving into a block of offices with a typing-pool (Dreaming again).

Still I wish Mum all the best with the 721 Club.

JOHN POTTER

32, Oakcroft Road, Chessington, Surrey.

721 BERT HAWKINS FAN CLUB

Hallo and welcome to this new fan club. Many people have often asked me and my son John, who runs the 670, why we support the lower grade drivers. We do not begrudge any particular 'Star' driver, but we find more excitement in watching lower grade drivers get the vital points needed to change their roof grade. This we find more exciting than just watching a 'star' man retain his grade.

I have quite a few ideas which I am slowly but surely putting into force to improve the 721 Fan Club, such as signed photo's, badges, rossettes, car stickers, and regular monthly newsletters.

Bert is one of the friendliest drivers I have had the pleasure of knowing—always a smile whether it be good or bad times. Bert is also a true friend to anyone who knows him and it's not at all unusual to see Bert spend a day or weekend helping someone out and he feels insulted if that person was to offer a reward of some sort.

If anybody is interested in joining this very friendly fan club then I am only too pleased to hear from you.

(Mrs.) M. D. POTTER, Fan Club Sec.,
32, Oakcroft Road, Chessington, Surrey.

Graham North Fan Club

I'm beginning to get used to Graham being in Hot Rods I was quite disappointed to know that he was leaving the stocks; no-one to keep Foxy under control! although I think that Graham is doing quite well in Hot Rods seeing he is a beginner and he starts at the back with the stars. He has the makings of another George Polley.

Graham told me he is building another stock car and doing both, so we will be seeing him beat Foxy and maybe have the silver stripe in both formulae.

The fan club is now increasing and it is always nice to hear from one of Graham's fans, so if you are interested in joining the fan club, please write to the address below.

(Miss) BARBARA GRANGER (Sec.)
134 Winchcombe Road, Carshalton,
Surrey.

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Results at a Glance

ALDERSHOT—20th FEBRUARY

HOT RODS

Race 1 Barry Lee
Race 2 Barry Lee
Race 3 Tony Parker

Final

1 Tony Parker
2 Roger Homer
3 Barry Campbell
4 Jim Ferris
5 Cyril Wilcox
6 David Smart

STOCK CARS

Race 1 Gray Davis
Race 2 Pete Thorp
Race 3 Chris Gaultrey

WALTHAMSTOW—26th FEBRUARY

STOCK CARS

Race 1 Chris Studd
Race 2 Chris Gaultrey
Race 3 Dave Bickers

Final

1 Dave Bickers
2 Pete Thorp
3 Peter Broad
4 Dave Willis
5 Gray Davis
6 Chris Gaultrey

MIDGETS

Race 1 Frank Boyles
Race 2 Barry Martin
Race 3 Frank Boyles

WIMBLEDON—27th FEBRUARY**SUPERSTOX**

- Race 1 Tony May
 Race 2 Tony May
 Race 3 Barry Plummer

Final

- 1 Tony May
 2 Bryan Kensett
 3 John Cayzer
 4 Roger Warnes
 5 James Payne
 6 Paul Pearson

STOCK CARS

- Race 1 Brian Edwards
 Race 2 Gray Davis
 Race 3 Brian Edwards

ALDERSHOT—4th MARCH**STOCK CARS**

- Race 1 Gray Davis
 Race 2 Peter Broad
 Race 3 Peter Broad

SUPERSTOX

- Race 1 Alan Freebody
 Race 2 Tony May
 Race 3 Dave Pierce

Final

- 1 Dave Pierce
 2 Tony May
 3 Barry Plummer
 4 Alan Freebody
 5 Jim Davey
 6 Tony Bell

ARLINGTON—7th MARCH**SUPERSTOX**

- Race 1 Gordon Street
 Race 2 Dave Pierce
 Race 3 Tony May

Final

- 1 Dave Pierce
 2 Rod Waller
 3 Derrick Warwick
 4 Bryan Kensett
 5 Barry Plummer
 6 Derek Warwick Jnr.

STOCK CARS

- Race 1 Van Kaiser
 Race 2 Brian Edwards
 Race 3 Aubrey Dance

ALDERSHOT—11th MARCH**SUPERSTOX**

- Race 1 Bill Bridges
 Race 2 Jim Davey
 Race 3 Rod Waller

Final

- 1 Rod Waller
 2 Dave Pierce
 3 Jim Davey
 4 Tony Bell
 5 Geoff Goddard
 6 Barry Plummer

STOCK CARS

- Race 1 Van Kaiser
 Race 2 Dave Willis
 Race 3 Pete Thorp

WALTHAMSTOW—12th MARCH**SUPERSTOX**

- Race 1 John Gray
 Race 2 John Gray
 Race 3 Dave Pierce

Final

- 1 Jim Payne
 2 Dave Pierce
 3 Ron Cayzer
 4 Roger Warnes
 5 John Cayzer
 6 Mike Read

HOT RODS

- Race 1 Barry Lee
 Race 2 Barry Lee
 Race 3 Eddie Asling

Final

- 1 Barry Lee
 2 Gilbert Sills
 3 Eddie Asling
 4 George Polley
 5 Johnny Melia
 6 Cyril Wilcox

WIMBLEDON—13th MARCH**SUPERSTOX**

- Race 1 John Gray
 Race 2 John Gray
 Race 3 Bryan Kensett

Final

- 1 John Gray
 2 Dave Pierce
 3 Alan Cayzer
 4 John Cayzer
 5 Barry Plummer
 6 Bryan Kensett

HOT RODS

- Race 1 Eddie Asling
 Race 2 George Polley
 Race 3 George Polley

Final

- 1 George Polley
 2 Eddie Asling
 3 David Smart
 4 Gordon Scott
 5 Clive Heathcock
 6 James Ferris

RINGWOOD—14th MARCH**SUPERSTOX**

- Race 1 Dave Pierce
 Race 2 Rod Waller
 Race 3 Dave Pierce

Final

- 1 Dave Pierce
 2 Roy Eaton
 3 Denny Pearson
 4 Rod Waller
 5 Alan Freebody
 6 Ken Etwell

STOCK CARS

- Race 1 Brian Edwards
 Race 2 Brian Edwards
 Race 3 Aubrey Dance

IPSWICH—28th FEBRUARY**SUPERSTOX**

- Race 1 Graham Dockerill
 Race 2 Doug McMahon
 Race 3 Dave Anderson
 Race 4 Doug McMahon

Final

- 1 Rick Drewery
 2 Jack Savage
 3 Dave Pierce
 4 Doug McMahon
 5 Derek Fiske
 6 Alan Cayzer

STOCKS

- Race 1 Bob Studd
 Race 2 Bob Studd
 Race 3 Dave Bickers

WISBECH—7th MARCH**SUPERSTOX**

- Race 1 Alan Cayzer
 Race 2 Doug McMahon
 Race 3 (Match Race) Haley Calver

Final

- 1 Doug McMahon
 2 Alan Cayzer
 3 Brian Randall
 4 Skid Parish
 5 Rick Drewery
 6 Jack Savage

STOCKS

- Race 1 Bob Studd
 Race 2 Dave Bickers
 Race 3 Bob Studd

WISBECH—14th MARCH**SUPERSTOX**

- Race 1 Brian Randall
 Race 2 Alan Cayzer

Final

- 1 Rick Drewery
 2 Doug McMahon
 3 235
 4 Alan Cayzer
 5 Roger Warnes
 6 Jack Savage

STOCKS

- Race 1 Charles Warman
 Race 2 Horry Barnes

Final

- 1 David Davenport
 2 David Porter
 3 Richard Royle
 4 Horry Barnes
 5 Peter Suttinwood
 6 Derek Smith

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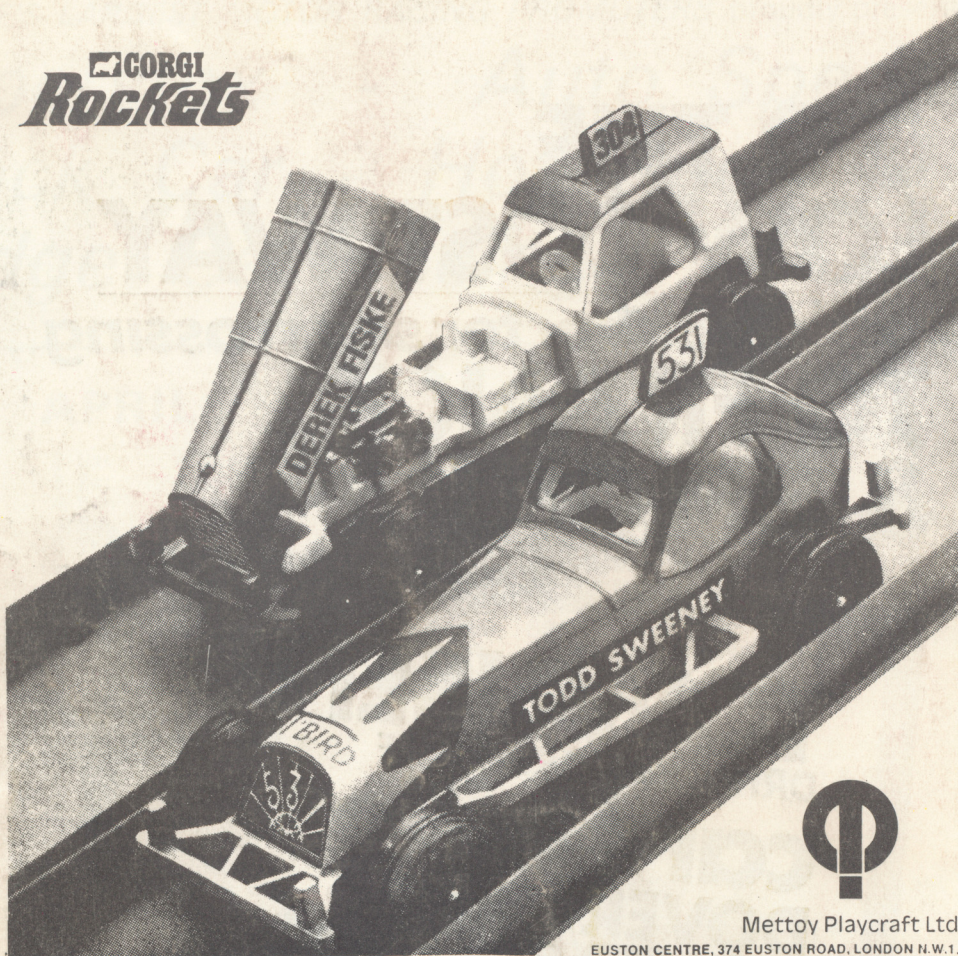
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